Complete Streets in NJ

2012 NJDOT’s Complete Streets Policy
“NJDOT is confident that Complete Streets policies will pay off in terms of increased long-term safety for all users of New Jersey’s roads. The investments we make in good design now will pay dividends for generations.”

-- James Simpson, Commissioner, NJDOT
Purpose

- Planning
- Design
- Construction
- Maintenance
- Operation

VISION STATEMENT

- Less Cars
- Corridor-wide Multi-modal Avenues
- More Bike Paths
- More Trails
- Interconnected Network
- Wider Shoulders
- Roadway/Vegetation Maintenance
Definition

Accommodates ALL Users for ALL Trips Safely & Efficiently, Along & Across

- Public transit users
- Bicyclists & Pedestrians
  - All ages
  - All abilities
- Motorists
A Complete Street:

“Get a bicycle. You will not regret it.”

-Mark Twain
A Complete Street:

“Anywhere is walking distance, if you have the time.”

-Stephen Wright
Why Complete the Streets?

Save the Date!
Second Annual Tri-County Complete Streets Conference
“The Road to Complete Streets: Making It Happen”

Wednesday, April 4, 2012, 5:30 - 8 p.m.
County College of Morris
*Americans want to walk and bike more*

- 52% of Americans want to bike more than they do now.
- 55% of Americans would prefer to drive less and walk more.
*About a third of Americans don’t drive*

- This includes:
  - Older people who don’t drive
  - All children under 17
  - Some people with disabilities
  - Households without a car
*Existing Streets are Inadequate*

- No sidewalks for pedestrians
- Lanes are too narrow for motorists to share with bikes
- Streets are too wide, too dangerous to cross on foot
- No accommodations for people with disabilities
Incomplete Streets Are Unsafe

Pedestrians and Bicyclists...

- Receive 1% of Federal Funding
- Represent 10% of Trips
- Suffer 13% of Fatalities

FMIS, NHTS, FARS federal databases
Portion of All Trips

- USA
- Germany
- Netherlands

Walk
Bike

Pucher, AJPH Sept 2003
Deaths per 100 Million km Traveled

- USA
- Germany
- Netherlands

Walk vs Bike

Pucher, AJPH Sept 2003
Benefits

- Improve Safety
- Provide Connections
- Promote Healthy Lifestyles
- Create More Livable Communities
- Reduce Congestion & Greenhouse Gas Emissions
- Make Fiscal Sense
Roadway Design

Historic focus on moving high volumes of motor vehicle traffic as quickly and efficiently as possible.
What Pedestrians Need:

Lower volumes of motor vehicle traffic moving at slow speeds, sidewalks, separation from traffic.
Pedestrian Facilities

- Sidewalks/Paths/Alleys
Pedestrian Facilities

- Sidewalks/Paths/Alleys
Pedestrian Facilities

• Crosswalks
Pedestrian Facilities

- Crosswalks/Pedestrian Scramble
Pedestrian Facilities

- Curb Extensions
Pedestrian Facilities

- Medians
Pedestrian Facilities

• Curb Ramps/ADA
Pedestrian Facilities

- Signals/Signs
Pedestrian Facilities

- Transit
Pedestrian Facilities

- **Grade Separated Crossings**
This is functional.
This is better.
This is functional.
This is better.
This is scary.
This is not scary.
Road diet – Watch it happen
Road diet – Watch it happen
What Bicyclists Need:

SPACE!

Lack of adequate space creates hazards for bicyclists and motorists
Bicycle Facilities

- Shared Use Paths
Bicycle Facilities

- Bike Lanes/Bike Routes
Bicycle Facilities

• Wide Shoulders
Bicycle Facilities

• Shared Lanes
Bicycle Facilities

• **Cycle Tracks**
Bicycle Facilities

- Bike Parking
Bicycle Facilities

- Signals
Bicycle Facilities

- Bike Transit Access
Bicycle Facilities

- Drainage Grates
Bicycle Facilities

- **Signs/Wayfinding**

![Bike Route Sign](image)

BIKE ROUTE
D11-1
SALEM 6 ➔
D1-1b (R)

![Share the Road Sign](image)

SHARE
THE ROAD

![Bike Lane Sign](image)

BIKE LANE

![Bicycle Symbol](image)

Gresham City Hall
0.4 MI.
2 MIN.

Downtown Gresham
0.3 MI.
2 MIN.

Springwater Corridor
0.6 MI.
4 MIN.

[Image of bicycle and road signs]
Bicycle Facilities

- Signs/Wayfinding

- Be Courteous
- Share the Road

- Yield to Bikes

- Share the Road

- Respect
- Courtesy
- Compliance
Amenities
# The Many Types of Complete Streets

## CONTEXT

<table>
<thead>
<tr>
<th>Rural</th>
<th>Low Density</th>
<th>Town</th>
<th>Dense Suburb</th>
<th>City</th>
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</thead>
<tbody>
<tr>
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<td><img src="image2.png" alt="Center" /></td>
<td><img src="image3.png" alt="Center" /></td>
<td><img src="image4.png" alt="Center" /></td>
<td><img src="image5.png" alt="Center" /></td>
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</tbody>
</table>

## NEEDS

<table>
<thead>
<tr>
<th>Corridor</th>
<th>Waterfront</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="image6.png" alt="Corridor" /></td>
<td><img src="image7.png" alt="Waterfront" /></td>
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</table>

![Waterfront](image8.png)
TYPICAL CROSS SECTIONS

Separate Travel Modes
Shared Lane for Bikes and Motor Vehicles
Shared Cartway
Shared by All Users
Separated Travel Modes

- Travel speeds are relatively high
- Safety is afforded through separate accommodations for each mode
- Limited constraints and sufficient Right-of-Way
Shared Lane For Bikes & Motor Vehicles

- Lower travel speeds and traffic volumes
- Motor vehicles and bicycles can share a wide travel lane
- On-street parking is typical in this context
Shared Cartway

- Limited right-of-way
- Lowest travel speeds and traffic volumes
- Limited heavy vehicle and transit traffic
- Motor vehicles and bicycles can share a wide travel lane
Shared by All Users

- Low travel speeds and traffic volumes
- Low bicycle and/or pedestrian demand
- Constrained Right-of-Way
How do I look?
What does a Complete Street Look Like in NJ?

<table>
<thead>
<tr>
<th>Varying Types</th>
<th>Varying Needs</th>
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<tbody>
<tr>
<td>Urban</td>
<td>Urban Center</td>
</tr>
<tr>
<td>Metropolitan</td>
<td>Mature Metrop. Area</td>
</tr>
<tr>
<td>Suburban</td>
<td>Metrop. with Industry</td>
</tr>
<tr>
<td>Vacation</td>
<td>Metrop. with Office</td>
</tr>
<tr>
<td>Rural</td>
<td>Metrop. with Shopping</td>
</tr>
<tr>
<td></td>
<td>Rural Town</td>
</tr>
<tr>
<td></td>
<td>Urban/Rural Area</td>
</tr>
<tr>
<td></td>
<td>Vacation Area</td>
</tr>
</tbody>
</table>
Urban

Jersey City, NJ

Camden, NJ (Before & After)

Trenton, NJ
Urban
Transformation: Missing Crosswalk
Signalize the Crossing

Atlantic City, NJ
Mature Metropolitan
Mature Metropolitan
Mature Metropolitan
Mature Metropolitan
Urban/Metropolitan
Urban/Metropolitan
Transformation: Unprotected Crossing

- Multiple deficiencies along this State highway
  - Very long crossing with no pedestrian refuge
  - Conflicts with vehicle turning movements
Complete the Crossing

Princeton, NJ
State Highway Corridors
State Highway Corridors
State Highway Corridors
State Highway Corridors
Transformation: Four-Lane State Highway

NJ Route 71, Avon by the Sea, NJ
State Highway Becomes Main Street
Transformation: Suburban Arterial
Arterial Becomes Multimodal Street
Transformation: This is a Bus Stop?
This is a Bus Stop!
Vacation Area (Shore Town)

Cape May

Belmar

Ocean City
Vacation Area (Shore Town)
Vacation Area (Shore Town)
Students, Brooklyn, NY

Ladybug, Seattle, WA

Traffic Calming, Cambridge, MA

Community Intersection Repair, Portland, OR
Rural Area
Rural Area
Transformation: Incomplete Sidewalk

Plainsboro, NJ
Filling in the Gap
Rural Towns

Elmer, NJ

Mullica, NJ

Cranbury, NJ

Long Valley, NJ
Rural Towns
Complete Streets Atlas

352 jurisdictions committed to complete streets
(as of July 2012)
Local Policy Adoption in New Jersey

Adopted in 26 municipalities plus 3 Counties

- Atlantic City
- Bloomfield
- Denville
- Dover
- Emerson
- Frenchtown
- Harvey Cedars
- Hoboken
- Jersey City
- Lawrence
- Linwood
- Maplewood
- Maywood
- Montclair
- Netcong
- Ocean City
- Pleasantville
- Point Pleasant
- Princeton Borough
- Princeton Township
- Raritan
- Red Bank
- Ridgewood
- Trenton
- Vineland
- West Windsor
- Monmouth County
- Essex County
- Mercer County

(as of May 15, 2012)
Adopt a CS Policy in Your Community
Basic Elements

Pedestrians * Bicyclists * Transit * Trucks * Buses * Automobiles

All Ages * All Abilities * All Trips
What is a Complete Streets Policy?

- A process for planning, designing, building, operating and maintaining streets for all users and abilities
  - Usually calls for incremental change as routine projects are completed
  - Becomes the default way of doing business
- Typically a resolution or ordinance
  - Concise and simple
- More than an expression of support
  - Must define how to turn policy into practice
Ingredients of a Complete Streets Policy

1. Purpose and intent
2. Definition of users and modes
3. Types of improvements
4. Design standards
5. Exemptions
6. Implementation plan
1. Statement of Purpose and Intent

- Goals or vision
- Clear, obvious, and direct intent
  - Action words: “shall” or “must”
- Other key policy considerations
  - Sensitivity to context
2. Definition of Users and Modes

Users include:

- Pedestrians
- Bicyclists
- Transit passengers/ vehicles
- “All ages and abilities”
  - Youth
  - Older adults
  - Persons with mobility limitations
- Trucks/goods movement
- Other users?
3. Types of Improvements

Project Types
- New construction
- Reconstruction
- Rehabilitation
- Resurfacing
- Maintenance
- Operations
- Private development
4. Design Standards

- Reference latest local and national design standards and criteria
- Adherence to standards is necessary for liability protections
5. Exemptions

- Clear process for granting exemptions
- Typical exemptions
  - Where specific users are prohibited
  - Where cost is disproportionate to need
  - Where a reasonable equivalent facility is available or planned
  - Documented absence of current/future need
6. Implementation Plan

- Explains how policy will be put into practice
- Typically calls for review and update of current procedures
  - Review and modify related procedures, plans, and regulations
  - Revise design manuals or standards
- Provide staff training on new procedures
- Can include a monitoring process with performance measures
Perception that Complete Streets creates liability can be an obstacle to adoption and implementation.

NJ Tort Claims Act provides immunity for planning, design, and improvements.

This immunity is perpetual.

Accommodating transit, bicycles and pedestrians safely is not liability-inducing.
Immunity from Liability

- Immunity attaches when a plan, design or improvement is:
  - Approved by an official body
  - Approved by a public employee exercising discretion
  - In conformity with standards previously approved by authorized entity or person

- Approved feature of the plan must sufficiently address the condition that is the subject of the claim to demonstrate official discretionary approval

- Project MUST be built in conformance with previously approved plan/design
“Dangerous Condition” Liability

- Public entities liable for injury caused by its property in dangerous condition
  - Where condition created a reasonably foreseeable risk of the kind of injury incurred
  - And where either:
    - A negligent or wrongful act or omission of an employee of public entity created the dangerous condition, or
    - Public entity had actual or constructive notice of the dangerous condition and sufficient time to have taken measures to protect against the dangerous conditions

- Action or inaction of public entity must be palpably unreasonable – “no prudent person would approve of the public entity’s course of action.”

- Underscores the importance of a regular maintenance program
Complete Streets in NJ

“Base your vision on how you want to live, not what you’ve learned to live with.” - Anonymous
Complete Streets in NJ

Contact:

New Jersey Department of Transportation
Office of Bicycle and Pedestrian Programs
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